



**SOUTH AUSTRALIAN SOCIETY OF MODEL
& EXPERIMENTAL ENGINEERS**

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S. A. S. M. E. E. BULLETIN

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CLUB JOTTINGS

by Smokey

GRAFFITI

Just think of the word and the mind conjures up images of the brainless individuals using spray cans for illegal purposes.

Thankfully SASMEE only rarely incurs this senseless form of so called art. However, there is one area which does not escape and that is the outside wall of the 7.25"g tunnel that faces the Noarlunga rail line. The chain wire fence is only inches away from the brickwork and does pose some degree of difficulty in spraying the brickwork. Basically we take no notice because it is completely out of sight from our side of the fence. All of the properties along the rail corridor have their back fences graffitied. Every once in a while Trans Adelaide removes the mess by spraying with bronze olive paint.

In mid February, President Barry Dunstan drove around to Cromer Parade to see if our wall had much art on it. He was surprised to see that Trans Adelaide had recently sprayed the wall, however there was one fresh mural adorning it and it was very clear. --- most unusual he thought. Upon crossing the railway line and having a closer inspection he discovered the reason for the clarity of the mural was because the chain wire fence, the length of the tunnel, had been completely cut out and removed, thus allowing direct access to the wall. Obviously the person/s involved must have pre-planned the job otherwise why would they come equipped with wirecutters?

The security of SASMEE Park was at stake. Accordingly the fence was re-instated at the earliest opportunity. The chap that was recently contracted by the Unley City Council to repair/replace other chain wire on our property was contracted to do the repair work. In order to foil future graffiti artists from spray painting the wall, double chain wire has been installed.

SUMMER RUNNING FEBRUARY 2009.

The pfd for Saturday 21st February was an excellent day boosted by 7 birthday parties and a warm sunny day of 26 degrees. Jack Davey, in his freshly painted gatehouse was kept busy co-ordinating birthday party names along with the general admission.

The boat pond, freshly topped up with bore water and alive with some 300 young "Comets" played host to some 11 boats operated by Bill

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Weste, Michael Priest, Bob Smith, Stan Shelton, John Babi, Alan Saunders and Mary and Gerry Turner. Alan operated his new armed trawler whilst Michael gave his "Flower Class" Corvette its maiden run. Unfortunately a successful run was not forthcoming due to an underpowered motor.

SASMEE PARK STATION

Station attendants Ian Clark and Ainsley Cuthbertson dispatched the following trains:-

2-8-2 D&RGW Mudhen #453	Peter Hoyer.
4-8-0 SAR T Class #214	Bryn Homann.
0-4-0 x 2 Heisler	Michael Tingay.
----- C.R. Budd railcar	Michael Moyse.
----- NSWGR 422 Class D/E	Malcolm Ambler.
----- Shunter 005 Jack	John Monte.

MILLSWOOD STATION

Station attendants Alex Mitropoulos and Brian Greenslade dispatched the following trains:-

0-4-0 Dolgoch #2	Barry Dunstan.
0-6-0 Simplex #10	John Lewis.
0-4-0 Harry	Bert Francis.

AUTUMN RUNNING MARCH 2009

Although still rather warm and still no rain for over 2 months Summer is officially over and the pfd for Sunday 1st March was the first day of Autumn and a balmy 26 degrees.

Some 9 birthday parties were in attendance and constituted the bulk of the crowd and this certainly tested the temperament of Jack Davey whose job is to co-ordinate the many names on the birthday lists.

The afternoon takings were very healthy, although not record breaking. The steamhouse operated, but only just, with Ralph and John being the only attendees. According to Ralph Ollerenshaw, Bob Scanlan is now only coming to one in two field days as he is finding it harder to get around.

The canteen had the usual staff of Jean, Sandy and Margaret with extra helper Helen Greenslade, and of course, Barbara Beal was present with her souvenir stand.

The boat pond was filled to the brim with sparkling clean water and played host to 7 boats. A new "Inductee" to this neck of the woods

cont'

was "Captain Bligh" aka Barry Dunstan. Barry purchased the tugboat "Atlantic" off the shelf, and following some modifications has emerged as sea tug "Tomar" of the Towage Marine Coy.

Other boat operators were Bob Smith, John Babi, Bill Weste, Malcolm Ambler and Norm Kernick. Good to see Norm back after an absence due to his wife's ailing health.

SASMEE PARK STATION

Station attendants Don Awalt and Brian Greenslade dispatched the following trains:-

0-6-0 x 2 Kitson Meyer. #34	Graeme Driscoll.
2-8-4 SAR 720 Class #720	John Mere.
4-8-0 SAR T Class #214	Bryan Homann.
2-8-0 Nigel Gresley #457	Simon Lindsay.
0-4-0 [3.5"g] Juliet #1965	Alan Wallace.
----- 2 Electric shunters.	Brad Cottle.
----- SAR 930 Class D/E	David Hawkins.
----- C.R.Budd R Car	Michael Moyse.

MILLSWOOD STATION

Station attendants Andrew Mottram and Alex Mitropoulos dispatched the following trains:-

0-6-0 Koppel	Glen Templeman.
0-6-0 Simplex #10	John Lewis.
0-4-0 Harry	Bert Francis.
0-6-0 WAGR B Class Karalee	Les Smith.

ENTERTAINMENT.

For the March meeting Barry Dunstan provided a DVD showing organised fan trips with Union Pacifics restored "Challenger" number 3985 in 2001. The Yanks were renowned for building the biggest locomotives in the world, namely, the "Big Boys". However the "Challengers" were a great success in their own field.

On his way home to NSW from the 2009 Convention at Castledare, W.A. Les Irwin was invited to the SASMEE general meeting on April 14th. Apart from being President of the Penwood Club Les has had an instrumental part in forming a new boiler code, that of Duplex Steel as an alternative boiler material. As a guest of SASMEE he was invited to give a talk on the new proposal. Member interest was very high and the descriptive talk lasted for 80 minutes followed by acclamation.

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Member John Monte ended the evenings entertainment by giving a summation of the Convention's highlights.

The entertainment for the May meetings was a DVD entitled "The Speed Machines". It told the story of the race for supremacy between the 2 big railway companys of the U.K. namely, L.M.S. and L.N.E.R. during the mid to late 1930's. Excellent historical footage of the magnificent "Coronations" and A4's.

PAVERS.

In 1988, as part of the Club House renovation and new canteen prgram, the verandah and adjacent courtyard areas were re-landscaped and paved with sandstone pavers which really complimented the whole area. With the passage of time, some 20 plus years, the pavers had become rather grotty, with food stains, spillages and general wear and tear. Accordingly the Club has had the problem rectified by engaging Tankology Pressure Cleaning to rejuvenate the pavers.

This involved a rather lengthy process of pressure cleaning, pressure spraying, vacuuming and spraying with ammonina. Quite an amount of smelly grime was removed.

The pavers are now restored to near original condition and the advice from the contractor was to have them cleaned on a more regular basis.

SAFETY VALVE RUN/EFFICIENCY TRIALS.

Do not forget this event, mark it in your diary, the 4th Saturday in June ie the 27th. From about 10am, providing we get enough entrants for the loco efficiency trials. Additionally we shall need several marshals to handle the technical data.

The evening meal will be provided by the Club and will feature Vilis famous pies, pasties and sausage rolls supplimented by Subway Subs, plus the usual soups and drinks.-- sounds good!!? -- Them make sure you come along and enjoy. Attendance list is in the Club house to aid catering requirements.

AUTUMN RUNNING MARCH 2009

The pfd for Saturday 21st March proved rather lucrative, helped in no small way by 7 large birthday parties which constituted the bulk of the crowd. The Lily Pad area was a sea of people with kids running every where. With train rides a degree of difficulty was experienced in getting sufficient adults to accompany children. In a couple of cases

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excess children were told to get Mum or Dad to accompany them. It does not happen very often but today there were more boats than locos -- 9 boats -- 7locos.

The canteen was ably staffed by Jean Clark, Sandy Mottram and Margaret Lewis. By the way it was Happy Birthday to Jean, who celebrated the occasion on Wednesday 11th March by going out for lunch with Hubby, Ian.--and it wasn't to SASMEE!!! - -[no disrespect to the Wednesday workers]

The steamhouse, by virtue of smoke signals, verified that Ralph, John and Bob were on the job and no doubt the large birthday party encamped nearby were thoroughly entertained.

Things were really alive at the boat pond. In addition to the hundreds of resident fish [Comets] Michael Priest remotored his Flower Class Corvette, K99 and enjoyed smooth runing as did John Babi with his Atlantic tug boat. Stan Shelton bought along his paddle steamer "Adelaide" and a sailing boat. Norm Kernick and Bill Weste both operated their exquisite steam launches. For a change Alan Saunders operated a sailing boat, r/c? which looked very impressive in the windy conditions. David Chaplin and his young family operated 2 electrically controlled speed boats which were very fast.

The day, with a temperature of 35degrees [at 5pm] was a mixed bag with at times heavy cloud, and at times bright sunshine together with a strong wind causing choppy waters on the pond which certainly added to the appearance of the sailing boats.

SASMEE PARK STATION 5"G

The following trains operated:-

0-4-0 Green Saddle tank	Malcolm Ambler.
4-6-0 LMS Black Five #5073	Alan Wallace.
0-6-0 x 2 Kitson Meyer #34	Graeme Driscoll.
4-6-0 SAR N Class	Bob Smith.
----- C.R. Budd rail car.	Michael Moyes.

MILLSWOOD STATION 7.25"G

Lone station attendant Alex Mitripoulos was kept very busy loading the following trains which worked to peak performance all afternoon.

0-6-0 Simplex #10	John Lewis.
0-4-0 Dolgoch #2	Barry Dunstan.

Although we were very busy Safety Officer of the day, Gavin Thrum, reported no train related incidents, which is excellent.

AUTUMN RUNNING APRIL 2009.

The pfd for Sunday 5th April was the coolest day [20degrees] for some 6 months having received something like 8mm of rain overnight. It was overcast for most of the afternoon with periods of brilliant sunshine. The good crowd, which included 5 birthday parties, made for a lucrative day at the gatehouse manned by Jack Davey.

Barbara Beal reported having an excellent day with her souvenir table. The usual canteen crew of Jean, Margaret and Sandy had extra help by Susanne Thomas.

The steamhouse saw regulars Ralph Ollerenshaw and Bob Scanlan helped out by David Eustice. John Weidenhofer was absent being otherwise engaged at a historical engine show at Murray Bridge.

The Secretary of Railway Park, Prospect, namely Peter Cooper was noted wandering around the grounds, and it certainly makes for good relationships with kindred clubs showing interest in one another.

This is reflected in SASMEE members visiting Railway Park.

The boat pond, once again topped up and looking splendid, had 8 boats operated by Norm Kernick, John Babi, Michael Priest, Malcolm Ambler and Mary and Gerry Turner.

MILLSWOOD STATION 7.25"G

Station attendants Alex Mitropoulos and Brian Greenslade dispatched the following trains:-

0-6-0 Koppel	Glen Templeman.
0-4-0 Dolgoch #2	Barry Dunstan.
0-6-0 Simplex #10	John Lewis.
0-4-0 Harry	Bert Francis.

SASMEE PARK 5"G

Station attendants Don Awalt and David Hawkins dispatched the following trains:-

0-6-0 x 2 Kitson Meyer #34	Graeme Driscoll.
2-8-0 Nigel Gresley #457	Simon Lindsay.
2-8-4 SAR 720 Class #720	John Mere.
0-6-0 Speedy	Alan Wallace.
----- Heisler [fit]	Michael Tingay.
----- Jack and Junior shunters	John Monte.

Heisler had suffered from loss of valve timing and although Michael had made some adjustments things just didn't seem to go right.

With Michael's determination Heisler will no doubt be available for traffic in the next pfd.

Safety Officer of the day was Michael Moyse whose only report was a little girl with a foreign body in her eye. [quite a windy day]
It is felt that the expertise with which members conduct our operation results in train related incidents being a rarity. Do not become complacent -- keep up the good work.

AUTUMN RUNNING APRIL 2009.

The pfd for Saturday 18th April during school holidays, was a mild 22 degree day with a mediocre crowd with 3 birthday parties. The layback sort of day was well handled by 7 trains. In fact the trains were outnumbered again by the boats of which there were 8.

The boat pond which sees quite a bit of action nowadays played host to craft operated by Norm Kernick, Michael Priest, Alan Saunders, Stan Shelton, John Babi, Mary and Gerry Turner and Alan Wallace.

Two notable paddle steamers [really] were "Adelaide" and "Blanche".

SASMEE PARK 5"G.

During the afternoon 4 station attendants, namely, Don Awalt, David Hawkins, Mitchell Templeman and Ainsley Cuthbertson dispatched the following trains:-

2-8-2 D&RGW Mudhen #453	Peter Hoyer.
4-8-0 SAR T Class #214	Bryan Homann.
0-6-0 x 2 Kitson Meyer #34	Graeme Driscoll.
----- NSWGR D/E 422 Class	Malcolm Ambler.

MILLSWOOD STATION 7.25"G.

Station attendants Alex Mitropoulos, Glen Templeman and Alan Wallace dispatched the following trains:-

0-6-0 Simplex #10	John Lewis.
0-4-0 Dolgoch #2	Barry Dunstan.
0-4-0 Harry	Bert Francis.

AUTUMN RUNNING MAY 2009.

WOW! What a day -- the guy upstairs certainly gave us a perfect day for our pfd on Sunday, 3rd May. A magic sunny day of 18 degrees and a huge crowd including 7 birthday parties graced our grounds which were in perfect condition following Adelaide's drenching with some 50mm of rain 10 days earlier.

An excellent rollup of 13 boats certainly outnumbered the 9 locos who were hard worked all afternoon, notwithstanding 2 failing in traffic.

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Life member Allan Brabham, who due to health problems is now receiving professional care, was brought along to our running day by member Ralph Ollerenshaw. Allan's wife, Pauline also attended thus help making his outing all the more enjoyable. Nice gesture Ralph, which Allan surely would have appreciated.

We were fortunate to receive a visit by an interstate kindred club member by name of Alan Craven and his friend Vic. Alan hails from Eddington Club, near Bendigo, Victoria, and has been their Secretary for several years. The boys spent the afternoon wandering around taking photos and videos, and conversing with our members.

Here tell that the canteen sold in excess of 60 buckets of chips, so obviously Sandy, Margaret and Jackie were kept on their toes so to speak. Regular helper Jean Clark, left Adelaide 2 days earlier to visit her father, Alf, in the U.K. to help celebrate his 100th birthday.

[Hope Ian has stocked up with plenty of tins of Baked Beans?!!]

The steam house, with a boy scout party encamped nearby, advertised its presence with plenty of whistle tooting. Member Julian Hamilton visiting from the Friends of Cobdogla, gave John Weidenhofer and Bob Scanlan a hand as did David Eustice.

Apart from hundreds of fish, the boat pond also supported some 13 boats operated by Bob Smith, John Babi, Stan Shelton, Bill Weste, Barry Dunstan, David Chaplin and Son, Michael Priest and Mary and Gerry Turner. Of recent times the boat pond has become extremely popular. Barbara Beal's souvenir table was noted having many books aimed at the younger generation and for the older group many different size loco hats, so check it out Guys!!

SASMEE PARK 5"6 STATION.

Station attendants Brian Greenslade, Mitchell Templeman, David Hawkins and Len Redway [not all at once] kept a busy station on the move with the following hard worked trains:-

0-6-0 x2 Kitson Meyer #34	Graeme Driscoll.
2-8-4 SAR 720 Class #720	John Mere.
0-4-0 [3.25"g] Juliet #1965 [fit]	Alan Wallace.
0-4-0 x 2 Heisler [fit]	Michael Tingay.
----- Shunters 49 and 53	Brad Cottle.
----- Shunters Jack and Junior	John Monte.

Michael Tingay's Heisler successfully re-entered traffic following a
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major engine overhaul, however, a failed sel-lok pin in a side rod on the front bogie played havoc with wheel quartering. Loss of a vital pin in Alan Wallace's Juliet failed the loco mid afternoon. Due to heavy loadings John Monte's shunters and Brad Cottle's shunters each added on a second carriage.

MILLSWOOD 7.25"G STATION.

Station attendants Andrew Mottram and Alex Mitropoulos dispatched the following trains:-

0-6-0 Koppel	Glen Templeman.
0-6-0 Simplex #10	John Lewis.
0-4-2 Talyllyn #1	Bert Francis.

Due to heavy loadings Koppel increased the consist from 2 to 4 cars with guard Mitchell. [35 passengers]

All in all this was a fairly high pressure sort of a day which could have been made easier with a higher turnout of locos.

An excellent effort by members present and no complaints from the Public about long waiting times for train rides.

TRAIN SPEEDS.

Train drivers are once again reminded of the need to strictly observe [the few] speed limit and whistle signs on our railway. Both 5"g and 7.25"g tunnels have a slow speed of 5 Kph. Importantly the 7.25"g loop through Millswood Station also has a slow speed of 5 Kph.

Some drivers have been noted powering through the loop in close proximity of stationary trains that are being loaded by station attendants. This can be a dangerous practise, therefore drivers must observe the signage and keep a sharp lookout on the track ahead of them. Also a reminder of the overall maximum speed of 10Kph.

We have an impeccable safety record, so please play your part in helping to keep it that way.

MEMBER IDENTIFICATION.

Our club Secretary, Ian Clark has recently had our club badges revamped to a more appealing style including a larger and clearer SASMEE logo of a cogged wheel, together with the member's name. Ian has been progressively issuing the badges, at no cost to members, with a request that the badge be worn on field days in order that the visiting public relate to us. SASMEE has not made it

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compulsory to wear a uniform, however members are expected to dress tastefully and neatly when engaged in duties on a pfd. Skimpy shorts, tops and sandals are a No No.

Loco drivers as a rule generally wear blue overalls, or blue denim type shorts with some station attendants preferring dust coats. At all times totally covered footwear is required.

Please wear your name badge for member identification.

TREES.

Unfortunately we have lost 2 trees and these were removed by Branching Out Tree Services [BOTS] on Wednesday 20th May. One was the large gum next to Millswood station due to the activity of borers. The other was the wattle near the steps leading to the upper level of SASMEE Park station. These wattles have only a life expectancy of some 15 years and this one was all of that. The health and well being of our trees is continually monitored and new ones planted as required.

AUTUMN RUNNING MAY 2009.

Our public run for 16th May was an average Saturday notwithstanding some 8 birthday parties. A cool and sunny afternoon, with 17 degrees was an excellent prelude to winter with steam hanging in the air creating a magnificent atmosphere for steam locomotives.

Once again boats outnumbered the trains and this phenomenon is no longer a rare occurrence. Michael Priest again surprised everyone by bringing along another of his superbly constructed scale model boats. That of a twin screw steamer, circa 1920's. In all 9 boats attended and were operated by Norm Kernick, Bob Smith, Alan Saunders, John Beal, Stan Shelton, John Babi and of course Michael Priest.

Dorothy Ambler was also along to assist Margaret Lewis and Sandy Mottram in the canteen whilst under the verandah Barbara Beal's souvenir table was open for business.

A large birthday party chose the grounds adjacent to the steamhouse and was acknowledged by plenty of whistle blowing. Because of all the recent rain many areas, particularly around the boat pond had spawned hundreds of mushrooms which looked a bit unsightly so Ralph Ollerenshaw went around prior to opening time and disposed of them.

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The steamhouse [cosy place to be] had a full staff of Bob Scanlan, John Weidenhofer, Ian Foster and of course Ralph.

SAMEE PARK STATION 5"G.

Station attendants Don Awalt and Ainsley Cuthbertson dispatched the following trains:-

0-6-0 x 2 Kitson Meyer #34	Graeme Driscoll.
0-4-0 Green Saddle Tank	Malcolm Ambler.
0-6-0 Schenectady	David Hawkins.
4-6-0 LMS Black Five #5073	Alan Wallace.

MILLSWOOD STATION 7.25"G.

Station attendant Alex Mitropoulos basically single handedly dispatched the following trains:-

0-6-0 Simplex #10	John Lewis.
0-4-0 Harry	Bert Francis.
0-4-0 Dolgoch #2	Barry Dunstan.
2-8-4 Berkshire	Brian Oldfield.

It does not go unnoticed that some members come along to our running days and just stand around flapping the gums instead of helping in some way, particularly, giving some assistance at the stations.

What is the use of being a club member if you cannot/will not find the time to help out in some way ---- Think about it !!!

NOMINATIONS.

Noninations for the Executive Committee for the 2009/2010 year close at the June General Meeting.

OTHER EVENTS.

Our Annual luncheon for 2009 will be held on the 2nd Sunday in November, ie the 8th. This an excellent opportunity for SASMEE members and their partners [or whatever] to dine out, enjoy one anothers` company, and have a good chin-wag. The venue is, by popular request "Fresh Choice" restaurant at Stuart. Remember we have had quite a number of annual gatherings in this 1st class establishment, which by the way, is still under the original management. To those members who went on the "Flexity" class tram trip in November 2008 will no doubt remember the good time had by all.

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For 2009, and in keeping with the theme of our hobby, I am currently negotiating, with the Maritime Museum, for a lengthy trip on the steam tug "Yelta". This immaculate vessel, one of just a few left in the country, recently came off slip. [March 2009] following lengthy modifications to the hull, including a scrape and repaint.

A brief history of "Yelta" is as follows:-

Built 1949 by the Cocktoo Docks & Eng. Co. Sydney.

A triple expansion recipricating steam engine of 165H.P.

Cylinders of 950mm 251mm and 119mm diams.

Boiler pressure 200 psi initially coal fired, converted to oil burning in 1957.

Hull partly electrically welded.

Laid up at Pt Adelaide in 1976 and sold to the National Trust who operate her as a museum piece.

I propose that our trip will commence from berth #2 [the light house] and enjoy the new experience of going under the 2 opening bridges and steam to the Outer Harbour breakwater entrance and return.

Something like a 3 hour journey. Apparently the bridges only open at certain times, something like 7am, 3pm and 6pm the later 2 being applicable to our charter which is scheduled for November 2009.

More details later. --- Watch this space.

VALE GORDON SIMONS 1922 --2009.

Members were saddened to learn of the death of Gordon Simons on 5th May 2009, at Hillside Lodge, Heathfield, age 87 years.

Over the last few years Gordon`s failing health including his eyesight, robbed him of his love for working in his "Shed".

Gordon had been a SASMEE member for many years and in his fitter days was a regular attendee, particularly with the Wednesday boys.

SASMEE extends their condolences to the family.

SOME SASMEE HISTORY.

November 1958

The boat pond was first filled with mains water.

April 1960

It was decided to start growing trees on the grounds.

April 1965

The extended 5" g track and grounds were opened by
Mr Schaumoffel [South Australian Railways]

The president of the day was Murray Mitchell.

November 1999

Graeme Driscoll's new 5" g "Heisler" had its maiden run.

[Loco now owned by Michael Tingay.]

October 2001

Extension to 7.25" g car shed completed.

RAILWAY QUIZ.

Q. In what year did the standard gauge [4' 8.5"] extend to Adelaide
from Port Pirie?

1979, 1982 or 1984

Answer in the next Bulletin.

Answer to Quiz -- last Bulletin.

Q. What is the slang termination of coal.?

A. Black Diamonds.

OTHER THINGS. Bill Coles, Editor.

Some last pages fill in with a bit of personal reflection.

In the 50's I served my time in the employ of Horwood Bagshaw.

Noted for farm machinery, the plant of some 11 acres housed a very
"modern foundry" [early suppliers of S.G.iron] Steam to the 6 ton dual
bridge steam hammers was supplied by a coal fired boiler [fired by my
father.] There was basically two sections within the plant. The farm
machinery sections, consisting of a machine shop of lathes, [all Wards,
sizes 1A through to ward 8's] Mills were Cincinnati. A drill shop with a
wide range of single spindle types including radial arm models by
Archdale. A forge shop, containing drop hammers, upsetters, inclinable
forming machines known as "Bull dozers". A cutting shop which also
had a battery of oxy profile cutters. The sheet iron shop was the usual
guillotines, presses and press brakes. There was a wood shop for the
pattern makers and in early days for the manufacture of seed boxes

for the seeding machines. Welding bays were extensive, many single areas as well as a couple of gantry type submerged arc welding units. The tool room, surrounded by the usual chain wire fence [to keep the "others out"] was kitted out with lathes, a profile mill, a large Butler shaper and the usual benches and tool grinding equipment. Looking back it was a very wide ranging manufacturing complex. A work force of 1000 people.

The section I spent all my time was in the General Engineering section. The area consisted of a number of general purpose centre lathes made by Forward Down, Lang, Broadbent and Dean Smith and Grace. The longest lathe consisted of 2 old lathe beds secured together to form some 25 feet between centres. Drive was by flat leather belting from an overhead pulley system, coupled to line shafting which was driven by a floor mounted electric motor. These were the days of frequent power failures at which time we fired up the standby Lister engine, refitted the primary flat belt from the electric to the petrol engine and carried on. The long lathe was used for the cutting of tapered threads on water and oil boring tooling. [This machine was replaced with a Dean, Smith and Grace "Oil Country" lathe, a most superb piece of equipment, which in later times I was privileged to operate from new.] Facilities also included 2 horizontal borers by Kearns, a vertical slotting machine of about 24" stroke and a single spindle drill of #3 morse capacity. Each person had their own bench, wooden, with a tool draw supported under the bench. A large CI marking off table took up a lot of space. There was no locker rooms or canteen. Beams suspended from the roof which had hooks attached was for hanging your clothes. Washing up was from a tin tray on a stand, filled with hot water [by the apprentice] and every one splashed about. Cold water was from a canvas bag with a common enamel mug attached. Looking back it was a area of extreme diversity. Staffed by good tradesmen, who at my time all looked "Old".

But by taking notice of them you learned a lot, like not running the bed off a 12 foot long planer and having to ask for help to push it back on while somebody else manipulated the leather belt drive.

In 1968 I joined what was then Chrysler at the engine and foundry plant at Lonsdale. No leather belt driven machinery there!!

For interest the late Gordon Simons served his time at Horwod Bashaw. Later to become Manager of Tool Design.

SASMEE OFFICE BEARERS

2008---2009

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